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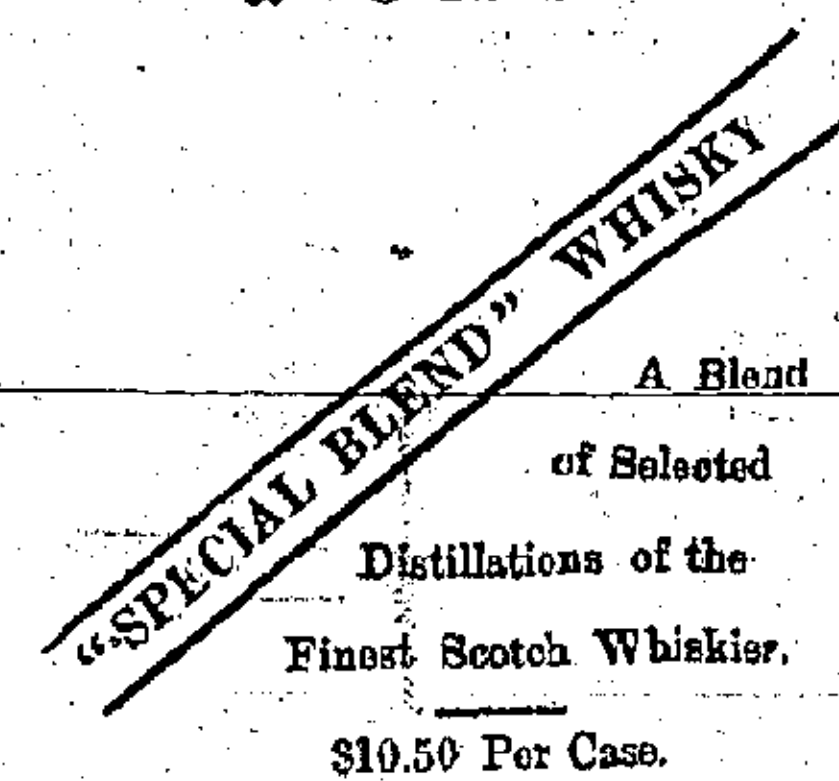
No. 14,758 號 十五百七千四萬一第 日 五廿月六年十三紀光 HONGKONG, THURSDAY, JULY 27th, 1905. 四拜禮 號七十二月七年五零百九千一英港香 PRICE, \$3 PER MONTH.


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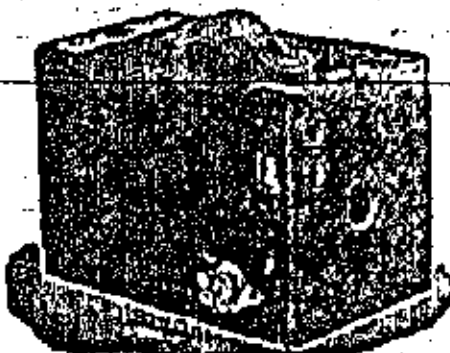
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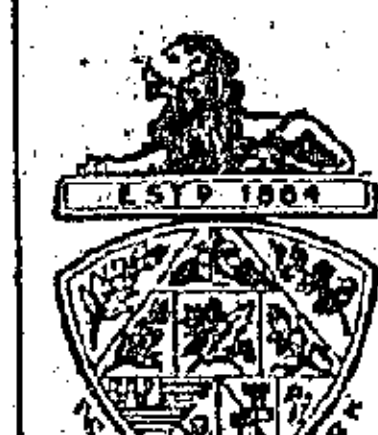
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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications are accepted. Communications signed in other papers will be accepted. Orders for extra copies of JUNE PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lister's P.O. Box, 381. Telephone No. 12.

DEATH.
On 10th July, at Peking Shanghai, SUZANNE, wife of E. THUR, aged 20 years.

HONGKONG OFFICE: 14, DES VUEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 27th, 1905.

However we look upon it, it is impossible not to feel a considerable amount of sympathy with China. On all sides we find her exposed to the gibes and pranks of upstart nations who seem in her eyes but creatures of a day, and everyone of these has a panacea for her supposed ills, which they are, one and all, prepared to administer without care or thought for her feelings. China is, in fact, very much in the position of a patient with a new disease brought to a hospital; every attendant physician has his own remedy which he is prepared to administer at any risk, and the person of all others the most interested is just the only one whose feelings meet with no regard, as if he were the denizen of another world, without human feelings, or anything akin to human feelings. As we have said, we have our sympathies, and China shares very considerably in them. Still, the situation is not altogether without its ludicrous side; the more so as the situation is very much of China's own bringing about, and the complaints and lamentations which she herself is just now uttering to unympathetic Powers are very much of the same nature as those ignored by herself when she had the means of refusal. The three principal Powers at the moment on China's horizon are of course, America, Russia and Japan. These states more diverse in their ways and interests could hardly be conceived, and yet they all agree in one thing, and that is ignoring China's wishes and feelings. They are all deeply interested in her well being. In fact their whole conduct is the outcome of the

most benevolent care for her best interests; the patient need really have no fear of the result; the pain undergone in the operation, they assure her, pierces each of them to the heart,—but (there is always a 'but' in these considerate matters) her recovery depends entirely on her submitting herself to their directions.

Japan has been engaged in deadly contest over China's disjuncta member of Manchuria. She and Russia have made the war one a *Voluntariness*, and being so, both combatants are ill disposed to have their attention distracted by any damages inflicted on an out- sider who comes in the road. Under the inspiration of the United States, who have assumed the position of battle-holder, both Japan and Russia professed themselves willing, should nothing better appear in sight, to respect "the neutrality of China." Naturally China asked, "What is neutrality?" The reply was akin to that of the showman to the enquiring boy. At all events, it did not commit either belligerent to much; and China, so long as she contented the party momentarily in front, was committed to nothing. Neutrality was, in short, the exercise of neutral functions, and it was for China to find out what they were, and not make herself objectionable by asking questions. China on the whole, joggled of course by Japan, whom she found on the winning side, contrived to make a very fair neutral, and wrote able despatches concerning the duties of interned neutrals. Outside nations naturally nodded their heads in approval; for had not China's action saved them a deal of trouble?

So far so good, but a second fit comes on. America approaches the two belligerents, suggesting they have had about enough of punishment between them; the two agree so far as to name their umpires. China, not unnaturally, conceives that the bone of contention being her property, she is concerned and requires representation. "What cheek!" both the rival hospital surgeons cry out. "The patient wants to dictate his treatment. Of course," they add, "the patient must know that the whole treatment is for his good; so he must trust us. Is it necessary to explain to him that he is in safe hands, whose only anxiety is for his recovery?"

But not alone Japan and Russia have this answer ready. America, whom China in her distress had trusted, is equally obtuse. China had made a treaty with the States whom, in a moment of gush, both had declared that they were men and brothers. True, neither quite meant it, but that is beside the question. Now, China thought that under the treaty she was entitled to make America her home whenever she felt in the humour, and America thought in so many words she was going to "plant the Shining Cross on China's hills." Sometimes, when individuals come to reflect on what after dinner speeches they discover what fools they must have been. At all events neither America nor China ever made the attempt to put in practice their lovers' vows. One passed the Chinese Exclusion Act, the other without any such formality excluded. But times change; circumstances compel China to open her doors to a trifle wider, and in America the Exclusion Act is about to lapse. Under the circumstances China puts in her claim to have affairs amended; the American Government assures her of its kindest wishes, and that she may depend on it to look after her interests. But, says the proverb, soft words butter no parsnips, and China, when the times comes, reminds her of her case. It is, of course, the hospital treatment over again. "These patients," sighs the Secretary of State, and turns him over, but neglects to write. Now, as we said, our sympathies are very much with China, and doubtless she has made out a good prima facie case. But does China come into court with altogether clean hands? This is the rub. There is little doubt, looking back over the course of past events, that China has to a very considerable extent brought the trouble on herself. There was a time when China loved to play pranks with her own engagements, and sought her means, by setting one of her friends against the other, of wriggling out of her promises. She has in turn played the game against all three with it, must be acknowledged, but with indifferent success. It is doubtless convenient to forget the use she herself made of the Burlingame treaty. She would doubtless also wish buried in oblivion the compact with Russia, the only part of which remaining is that the sum of fifteen million sterling which she was to pay to Russia for enabling her to get rid of foreign (American and English) pressure at Peking, is still a charge against her. Altogether China, has played her cards none too wisely, and she now, in the absence of all outside sympathy, has to submit to indignities against which

she somewhat lamely protests. Altogether, while the situation is undoubtedly hard, and while we are willing to acknowledge as a wholesome sign her somewhat tardy appeal to impartialism, we are not convinced that her attitude is altogether a wise one.

Two more plague fatalities yesterday made the total record 264.

The enquiry into the circumstances attending the sudden death of Gunner Sampson, R.G.A., has been adjourned till Monday.

The Hon. Whitlaw Reid has given £100 to the Union Jack Club in order that a bedroom may be available there for the use of American sailors.

The "high personage" referred to in the article (page 3) "Germany in Shantung," is said to have been the German Minister, Baron von Munster.

The *Juno* cruiser, Capt. A. H. Christian, which has been on the Mediterranean Station, was sent to Chatham to pay off and be recommissioned for service in the China Fleet.

For travelling on a train with a used ticket, Mr. F. A. Hazland yesterday ordered Chai Kwei Yau, a shrewd from Shelley Street, to pay a fine of \$15 or go to goal for one month.

Mr. R. Silverstone, agent, informs us that the P.M.S.S. Co.'s s.s. *Manchuria*, with the Congressional Party, including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-day, the 27th. They will be due in Hongkong on or about the 13th of August.

From a poem in the *Spectator*, by Ernest Myers, apostrophising Japan, the following is worthy of quotation:—
Ye have learned our lore of the glorious seas,
Ye have proved it pure and true,
But your faithful vigil, your scorn of ease—
God grant that we learn them of you!

We hope some clever detective may be interested by this paragraph. Passing in a chair through that section of Wellington Street that lies between D'Agular Street and Pottinger Street, a European lady was struck on the shoulder by a stone thrown from an upper verandah on the north side. Someone in this locality is making a practice of throwing at Europeans, as this is the fourth incident of the kind within a short time.

Members of the Hongkong Volunteer Corps and others will regret to learn of the death of Gunner Arthur Newberry, which occurred at the Military Hospital on Tuesday night. For sometime past Newberry suffered from paralysis of the liver, and was removed to hospital on Thursday last. For the past year and ten months deceased has capably filled the position of storeman to the Volunteer Corps, and was very popular with the members thereof. After nearly 21 years service in the army he was entitled to retire on pension in November of this year. The funeral will leave the military hospital this afternoon.

CORRESPONDENCE.

KOWLOON WHARF AND GODOWN CO.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—With reference to the letter in your issue of this morning signed "Interested party" (it is a pity the author did not sign his own name so as to dissipate from the reader's mind the idea that he is probably the disappointed and, no doubt, somewhat irate late *chef* of the Hotel), I think the *iffin* hour is a recognized custom in Hongkong, and if a business man elects to spend a portion of this time in attending to the affairs of the Hotel I do not think it is any one's business but his own. I must confess I think he is spending his time more profitably than if he frequented the Club Bar for a quarter or half an hour before his *iffin*. If interested *Passy* is really a shareholder in local stock and not the late *chef* I would suggest less writing on this subject; and I have no doubt you would receive numerous urgent requests not to write leading articles on the subject.—Yours &c.

A. TURNER.

July 26th.
The writer of the letter was not the late *chef*, he was "really a shareholder in local stock." As it was, we were more in sympathy with Mr. Turner's view than his, so far as the letter was concerned. We regret the tone of Mr. Turner's communication; but publish it on the principle of *and aliorum partem*.
We may point out, perhaps, with regard to our own comment on Mr. Turner does not specify any point to which he objected. Does he suggest that Board Meetings are customarily held in the "iffin hour"?—Ed.

SUPREME COURT.

Wednesday, 26th July.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

CAROLINE SCHMIDT v. A. MCCRAE.
The plaintiff, who carries on the business of a gunsmith at Nos. 5 and 6 Beaconsfield Arcade claimed from the defendant the sum of \$82, due on goods sold and delivered.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) represented the plaintiff.

The defendant admitted the purchase and receipt of the goods, but said he had paid the amount due in full. This the plaintiff denied.

Defendant—I gave the money to a friend of mine to pay to Mrs. Schmidt, and he got a receipt for me.

His Honour—Where is that receipt?

Defendant—I have lost it.

His Honour—It is clear that the money is due to the plaintiff, and equally clear that the defendant has not paid her. Judgment for the plaintiff with costs.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

GUBERNATORIAL APPOINTMENTS.

London, 26th July.

Lord Chelmsford has been appointed Governor of Queensland, and General Sir Forester Walker, Governor of Gibraltar.

THE KAISER'S TOUR.

London, 26th July.

The Kaiser is expected to visit Copenhagen.

SOUTH AUSTRALIA.

London, 26th July.

The South Australian [Provincial] Government has resigned.

RUSSIAN RIOTS.

London, 26th July.

It is announced that Nijninogorod is now held by the rioters.

FOURTH TEST.

AUSTRALIANS START SECOND INNINGS.

London, 25th July.

Despatched 10.55 p.m.

When play resumed at Manchester, Jackson finished his innings, making

113.

The English innings ended at 446 runs. Individual scores remaining were:—

Arnold	25
Rhodes (not out)	27
Lilly	28
Brearely	0

Australia's first innings was closed for 197, the best contribution being 73 by Darling.

Following on, Australia scored 118 for the first wicket.

[REUTE'S SERVICE.]

THE DISAFFECTION IN RUSSIA.

London, 26th July.

The disaffection is spreading in the Russian army and navy.

THE FOURTH TEST MATCH.

London, 24th July.

The fourth test match has commenced. The weather was fine and 20,000 people were present. The wicket was good. England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 103.

H.M.S. "GLORY" TORPEDOED.

GOOD PRACTICE ON THE CHINA STATION.
A naval correspondent sent the *Daily Graphic* a photograph of an 18in. torpedo, with collision head, used for the exercise on the China Station, after hitting H.M.S. *Glory*. That journal says:—For the purpose of the trials the fleet was divided up into two divisions, which took up positions about four miles apart. At a given signal they started towards each other, so as to pass at a distance of about 1,300 yards, steaming at unknown speeds. When abreast each ship fired her torpedoes. The *Glory* was hit three times. The *Andromeda* fired two torpedoes, both of which struck their targets.

THE CANTON-HANKOW LINE.

The Paris edition of the *New York Herald* publishes the following telegram from Washington:—

China has agreed to a proposition to pay the China American Development Company \$7,000,000 for the extension of the concession for the construction of a railroad from Canton to Hankow for which China gave a concession in 1897.

Mr. Pierpont Morgan controls the majority portion of the stock of the company and, as he is willing to sell, it is expected the directors, at their meeting early in July, will approve of the deal.

Mr. Morgan holds Chinese bonds issued to the company; presumably these will be surrendered together with the concession. The above statement seems to be somewhat in advance of what has taken place. Negotiations have been proceeding for some time, but no conclusion has yet been reached. The sum of \$7,000,000 mentioned is not the amount fixed, but is probably the amount at which the American syndicate would like to sell out. Meanwhile we hear that H.E. Sheng is in Peking, and that his health is again not very robust.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 10.55 a.m. A depression has formed off the coast to the South of Swatow. Bad weather will prevail in the S. part of the Formosa Channel.

At 11.55 a.m. The barometer has fallen over Formosa and the S. and S.E. coasts of China.

Return from the North are not yet to hand, but yesterday afternoon the deep depression was still lying to the Northward of Wei-hai-wei.

Strong winds to gales from W. and S.W. are likely to continue blowing over the China Sea.

Forecast.—Fresh to strong W. ind, squally, thunder showers.

BAD WEATHER ANCHORAGE.

With reference to the Shipmaster's position regarding Junk Bay being used as an anchorage, we are asked to publish the following correspondence:—

(Chamber of Commerce, 10th July, 1905.)

SIR,—As a result of the prosecution of Capt. Olsen, of the Norwegian Steamer *Oscar II*, for anchoring in Junk Bay, my committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay has been used for a great number of years as a safe anchorage for vessels making the port of Hongkong and arriving after dark. If vessels have to remain at sea all night, standing off and on, rather than accept the hazard attendant upon entering the port after dark or during bad weather, the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vessel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside, and most of it would be saved if the steamer were lying at anchor with banked fires. In foggy and bad weather it would be a great hardship if vessels were compelled to remain at sea outside because Junk Bay was closed as an anchorage and refuge.

My committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the prohibition to vessels to anchoring in Junk Bay to be removed.

I have, etc.

(Sd.) J. E. BINGHAM.

Secretary.

Hon. F. H. May, C.M.G.

Colonial Secretary.

Colonial Secretary's Office,

18th July, 1905.

SIR,—I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst. on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under consideration the desirability of declaring this Bay a port of the Colony.

Arrangements have now been made for the adequate supervision of these waters, and a notification declaring Junk Bay to be a port under the provisions of Section 21 of the Merchant Shipping Consolidation Ordinance 1899 will be published in the next issue of the Government Gazette.

I have, etc.

(Sd.) F. H. MAY.

Secretary, Chamber of Commerce.

The addition of Junk Bay to the list of authorised anchorages was notified a week ago in the *Gazette*, and in the *Daily Press*.

FEROCIOUS DOGS.

A. P. Barros, of No. 33 Mosque Junction, was charged before Mr. F. A. Hazland at the Police Court yesterday with allowing his ferocious dogs to roam at large.

An anonymous letter signed by one of the sufferers was sent to the police complaining about these two dogs and stating that they ought to be taken away and destroyed as they were always biting somebody, and the owner took no notice of complaints.

Li Yung and Kwong Gnan, two small boys, stated that they were walking quietly along Mosque Junction when the defendant's two dogs rushed out and bit them. The first complainant was so badly bitten that he had to be removed to hospital.

Defendant said the dogs would not bite unless they were teased. He could not say whether they had bitten the complainants as he was not at home.

His Worship—Will you allow the police to destroy the dogs?

Witnesses—Yes, Sir.

His Worship (to Inspector Gouley)—Let these two dogs be destroyed. I am quite satisfied that they are a menace to the neighbourhood. After they are destroyed I will give my decision; meantime the case stands adjourned for a week.

A RECALCITRANT SEAMAN.

J. Bayniah, A.B., of the sailing ship *Law Hill*, on Tuesday asked permission to take a run ashore. This Captain Jarvis refused, stating that the man's services were required on board.

Bayniah then went forward, got his belongings together, and was going towards the gangway when the captain asked—"Where are you going?" "Away from the ship altogether," retorted the seaman. He was, however, prevented from going ashore until he appeared before Mr. F. A. Hazland at the Police Court yesterday to answer the charge of disobeying his captain's lawful commands. Defendant had nothing to say in defence, and was committed to goal for three weeks with hard labour.

Should his vessel sail before the expiration of his sentence he will be reshipped.

"CALCHAS" CARGO PAID FOR.

The *Times* Marine Insurance correspondent writes:—

I learn that the Russian Government has just paid compensation for the flour cargo in the British steamer *Calchas*. This cargo was seized and afterwards declared to be contraband by the Russian Courts; the flour had not been insured against war risks. The wheels of justice seem to move slowly in Russia, but it is satisfactory to record that they do move. Underwriters grumble a good deal against Russia—and with ample reason—but there is even more grumbling against Japan. Most of the Japanese condemnations of captured steamers were inevitable—the cases of the *Rotoman* and the *Purao* are exceptions—but the manner in which steamers and cargoes were sold before being tried and evidence was shut out has been strongly resented.

THE AMERICAN BOYCOTT AT SHANGHAI.

THE FIRST STEP.

We take the following from the *N. C. Daily News* of the 22nd instant:—As a start, quite a number of shops doing business in the Settlements sent in on Thursday afternoon, 20th inst. (the commencement of the boycott on American goods and manufactures) voluntarily written declarations to the Committee in charge of matters, solemnly undertaking not to buy or sell any American goods such as pianos, gramophones, oil, cigarettes, and the like, until such time as, by mutual agreement between the two Governments concerned, the object of the present boycott has been obtained by China. It will be remembered that at the mass meeting at the West-gate merely verbal undertakings were asked for by the speakers and a show of hands. The step voluntarily taken by the native shops referred to above will doubtless be followed by every Chinese firm and association of importance in this and other ports. Indeed, late on the same evening a dispatch was received from the Educational Association of the neighbouring prefectural city of Sungkiang, representing the various schools and colleges of modern learning in that place, also voluntarily binding themselves not to purchase or use anything coming from the United States.

An interview between Tseng Tsoai, Chairman of the Committee in charge of matters relating to the American boycott, and U. S. Consul-General Rodgers, took place on Thursday, the 20th instant, a report of which in the shape of a letter from Tseng Tsoai appeared in the *Shanghai* yesterday morning, a portion of which we translate.

After stating that he had been called on important business to Chiating (Kehling) on the 11th instant, Tseng Tsoai said that he received, while there, on the 14th and 15th instant, dispatches respectively from the U. S. Consul-General; Yuan Tsotai, of Shanghai; the Optimus, Mr. Chang Ch'ien, and Tsotai Sze Tseng, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. According to the 17th he (Tseng) returned to this port. On both the 18th and the 19th instant he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers owing to being occupied with other important business in the morning and he, himself, having engagements in the afternoon there was no interview until the 20th instant. "Mr. Rodgers asked me," states Tseng Tsoai, "whether I had seen his letter to Yuan Tsotai, to which I replied in the affirmative. I also stated that I replied in the telegram which Yuan Tsotai had sent to Minister Rockhill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Garden in which we had conferred on the question of waiting six months before doing anything more in the matter. To this I replied that I remembered them, when you said that months to arrange matters in which you said that you wanted six months. This, however, was once refused to do. Mr. Rodgers then said that this was not the time to deal with the matter in hand since the U. S. Congress would not assemble until November next. We replied that circumstances altered cases. As for instance two months ago that day, there was an interview between ourselves. That day was a Sunday, a day in which I never did business, but owing to the great importance of the impending crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine Islands for the purpose of seizing them, and that at a time when Congress had not yet assembled, would you wait until Congress had assembled to decide matters, or would you open the once send troops and warships to oppose the invaders? Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes,' I replied, an 'ordinary treaty may wait until Congress had reassembled but you can hardly call the present crisis an ordinary one. When our Government proves itself unable to protect, then the people must rise up to do so. According to the treaty when it is signed, the matter should have been taken up before Congress dissolved last year. Why should they have waited until now?'"

"Mr. Rodgers—Our Government has already decided to revise for the better the next treaty. Moreover, I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date." I said that this was very good news and asked Mr. Rodgers if he would give me a written promise that matters would be immediately settled so that I could show it to every one interested in the crisis. Mr. Rodgers said—"I cannot conveniently give you such a written document but surely you believe what I tell you?" I replied that of course I had the utmost confidence in the truth of Mr. Rodgers's words but that I was afraid that other people would not believe my words. Mr. Rodgers then said to use my influence as a member of the Chinese Chamber of Commerce to persuade our people to be patient and wait for our respective Governments to settle matters. Moreover, that if a change in the ordinary course of things should take place (Mr. Rodgers) was afraid that unfriendly lines between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right to stop purchasing goods of American manufacture, if he so wished, and to do so. 'Not only is it impossible for your honorable country to interfere with our liberty in this matter, but even our own Government cannot coerce people into buying any special goods, if they do not care to do so.' Mr. Rodgers said that the U. S. government was really desirous of settling for the better the treaty; it was only the U. S. Customs officers who were ill-treating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock, I would tell the meeting what the U. S. Consul-General had said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish. We then shook hands and when we parted it was already 12 o'clock."

After stating that he had been called on important business to Chiating (Kehling) on the 11th instant, Tseng Tsoai said that he received, while there, on the 14th and 15th instant, dispatches respectively from the U. S. Consul-General; Yuan Tsotai, of Shanghai; the Optimus, Mr. Chang Ch'ien, and Tsotai Sze Tseng, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. According to the 17th he (Tseng) returned to this port. On both the 18th and the 19th instant he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers owing to being occupied with other important business in the morning and he, himself, having engagements in the afternoon there was no interview until the 20th instant.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: P. M. O. 33, Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

FURNISHED ROOM with Board for a Bachelor. Terms Moderate. Splendid View of Harbour.

Apply by letter to—
Care of Daily Press Office.
Hongkong, 27th July, 1905. [1765]

WANTED.

AN EFFICIENT SHORTHAND WRITER and TYPIST, for an important Commercial business in Shanghai. Apply, stating age, experience, speed and salary required, to—

"OMEGA."
Care of Daily Press Office,
Hongkong.
[1767]

FOR SALE.

NEW STEAMER about 6,000 tons capacity on 22 feet, 11 knots. "Twin Decks 7 1/2" PASSENGER and CARGO STEAMER. Length 260 feet, 14 knots. NEW STEEL SCREW STEAMER about 1,500 tons capacity, accommodation for Passengers. JAMES POWER & CO.,
158, Leadenhall Street, London.
Telegraphic Address—POUYOIR, LONDON, 1768

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 28th July, 1905, at 11 a.m., at their Sales Room, No. 8, Des Vaux Road (Corner of Lee House Street), SUNDRY HOUSEHOLD FURNITURE, Also

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS, 2 BICYCLES & SEWING MACHINES, and About 900 PANAMA HATS in three different qualities.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th July, 1905. [1769]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Chartered Steamship "EMMA LUYKEN" Captain Martindale will be despatched for the above ports on SATURDAY, the 29th inst., at 2 p.m., instead of as previously notified.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.
Hongkong, 27th July, 1905. [1770]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain A. Stanger will be despatched for the above port on SATURDAY, the 29th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.
Hongkong, 26th July, 1905. [1745]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 22nd August, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 26th July, 1905. [1765]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessels are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Macedonia.
From Persian Gulf ex s.s. B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 2nd prox. at 4 p.m., will be subject to rent.

No F.P.O. Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's or the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 26th July, 1905. [1]

NEW ADVERTISEMENT

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES,"
is hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 1st August.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th August, or they will not be recognised.

No F.P.O. Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th July, 1905. [916]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th July, 1905. [1655]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
General Agents for
THE WEST POINT BUILDING CO., LD.
Hongkong, 12th July, 1905. [1656]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE CERTIFICATE for the Shares numbered 19637, 16668, 16675, 21810 and 23780/23781 which are fully paid up, standing in the name of Miss HABIB MOSSA RIZZEN COHEN, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Company on or before the 31st July, A NEW CERTIFICATE WILL BE ISSUED by the Company, and the old certificate will thereupon be held null and void.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 24th July, 1905. [1736]

HONGKONG ICE COMPANY, LIMITED

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers here to this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th July, 1905. [1708]

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th July, 1905. [1737]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1901, for 50 Shares of this Bank numbered 38227/38236 in the name of ANTONIO OSORIO, of Manila, has been LOST, and should the same not be produced before the 28th day of August next, a DUPLICATE CERTIFICATE will be issued to the said ANTONIO OSORIO, and no transaction taking place under the aforesaid Share Certificate No. 4005 will be recognised by the Corporation.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 26th July, 1905. [1760]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAT & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.

Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [1832]

INTIMATIONS.

JAPANESE CINEMATOGRAF SHOW.

THE BEST WHICH HAS EVER VISITED HONGKONG.

A FINE EXHIBITION of the Most Interesting Pictures of the

RUSSO-JAPANESE WAR.

NEW FILMS JUST ARRIVED.

TWO SHOWS EACH EVENING.

7.30 to 9 P.M. and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents;

3rd Class—15 cents.

TENT OPPOSITE CENTRAL MARKET.

Hongkong, 25th July, 1905. [1752]

OSAKA SHOSEN KAISHA.

HONGKONG OFFICE.

IT IS HEREBY NOTIFIED that during the undersigned's temporary absence from this Colony Mr. S. HIROF. will have Charge of this Office.

T. ARIMA,
Manager.
Hongkong, 25th July, 1905. [1753]

NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Creditors are requested to send in their claims promptly.

By Order of the Directors,
E. W. RUTTER,
Manager.
Hongkong, 24th July, 1905. [1733]

TEACHERS WANTED.

FOR TIENSIN PUBLIC SCHOOL (undisputed), Head Master; salary \$3,000 per annum, with quarters. Kindergarten Teacher; salary \$1,000, quarters, light, heat, attendance.

Apply with references to—
Rev. J. MILLER GRAHAM,
Tientsin.
Tientsin, 25th July, 1905. [1748]

COMPRADORE WANTED.

WANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for \$50,000.

Apply by letter to—R. S. T.
Care of Daily Press Office,
Hongkong, 6th July, 1905. [1610]

FOR SALE OR CHARTER.

THE Auxiliary Yawl Yacht "SNOW-FLAKE," 42 tons, 67 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to—
WHYMARK & THOMPSON,
82, Saiwai Machi, Kobe,
Japan.
Kobe, 12th July, 1905. [1716]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE

2. NO CHARGE will be made for METER-PLACING

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,
Local Secretary.
Hongkong, 14th June, 1905. [1441]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following Revenue Farms, for the year 1906, or for the three years 1906, 1907 and 1908.

OPIMUM FARM.

SPIRIT LICENSE FARM.

PAWN BROKING FARM.

CUSTOMS FARM (North Borneo only).

GAMBLING RESTRICTION FARM (North Borneo only).

For Particulars apply to—
GIBB, LIVINGSTON & CO.,
Agents British North Borneo Co.,
Hongkong, 24th July, 1905. [1735]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

Precautions to be observed while dredging operations are in progress at the WHAMPOA BARRIER.

NOTICE IS HEREBY GIVEN that the dredger Canton River will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst.

Vessels using the Port Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June inst.

Vessels should not pass on that side of the dredger from which a Red Flag is flown.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 22nd July, 1905. [1734]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONE'S KOWLOON STORE, No. 32, Elgin Road, and at Mr. ALF. TAYLOR'S FERRY WHARF STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

INTIMATIONS.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cabs feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily; Sunday, excepted to receive and deliver perishable goods.

WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [55]

SCIENTIFIC.

SURGEON DENTIST.

No. 10, DAGUILLAE STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st March, 1903.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 3 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1903. [52]

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1905. [1221]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS' OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry.

Coke Importers. General Storekeepers and Commission Agents.

35 & 37, King Leung Street, (1st Store, West of Central Market).

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M. MUMEYA, JAPANESE ARTIST.

Bromide and Cyanon Enlargements and also colouring. Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

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BISMARCK & CO.,

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,

Shipchandlers Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants.

57 & 59, Cornhill Road, New Praya Central.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road, (late of "Tung Yuen").
Hongkong, 27th June, 1905. [1535]

TO LET.

FURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon.

Apply—
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Care of Daily Press Office.
Hongkong, 3rd June, 1905. [1364]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD."

27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

TO LET.

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 26th July, 1905. [1707]

TO LET.

EYLLIE, Unfurnished. Newly repaired. Painted and Coloured.

2nd FLOOR, 1st Row.

3rd Row.

2nd FLOOR in No. 14, Queen's Road Central, (over Messrs. Calbeck Macgregor & Co.'s premises).

NO. 1, DES VEAUX VILLAS BUNGALOW (Unfurnished), at New Territory, Kowloon, 4 Rooms, low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Library, &c., with use of Electric Lift. Well suited for Offices.

Apply to—
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3rd Floor, Alexandra Buildings,
Hongkong, 8th June, 1905. [90]

TO LET.

16, WYNDHAM STREET.

Apply to—
E. A. CARVALHO,
14, Arbutnot Road.
Hongkong, 22nd July, 1905. [1724]

TO LET

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road.

Apply to—
H. N. MODY.
Hongkong, 2nd May 1905. [1114]

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FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

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TO LET.

DWELLING HOUSES on Foller's Hill, occupation from the 1st June.

For Further Particulars, apply to—
DAVID SASSOON & CO., LD.
Hongkong, 6th April, 1905. [907]

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—
RUSSO-CHINESE BANK.
Hongkong, 3rd May, 1905. [1130]

TO LET.

IMMEDIATE POSSESSION. No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 3 Rooms, House. Servants' quarters detached. Lately renovated throughout.

Apply to—
MOK KOON YUK,
Comptroller Office,
Butterfield & Swire.
Hongkong, 24th May, 1905. [1225]

TO LET.

UNFURNISHED at No. 31, CAINE ROAD. (Possession 1st October, 190

INSURANCES

**NORTH BRITISH AND MERICAN
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TOTAL FUNDS AT 31st DECEMBER, 1904.
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I. AUTHORIZED CAPITAL, £3,000,000
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The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
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COMPANY, LIMITED**

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AGENTS for the above Company are
prepared to accept risks against Fire at current
rates.
SHEWAN & CO.
Hongkong, 1st January, 1904. 13

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
RUTTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 181

NOW READY.

**RATES OF EXCHANGE AT
HONGKONG**

for Demand Drafts on London on the day of or
preceding the Departure of the English Mails;
also Table of Yearly Approximate Averages
FOR 31 YEARS,
FROM
1874 to 1904.

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"THE EAST OF ASIA"

(Published Quarterly.)

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.
Price, \$1.50.
On Sale at "NORTH CHINA HERALD
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**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
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CODE WORD: "DOCK."

A.I.A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length, 722 feet.
Length on Blocks, 714 "
Width of Entrance on Top, 964 "
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Water on Blocks at Spring Tide 344 "

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Extreme Length, 371 feet.
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PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK OF MATERIAL is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. (1355)

For Nervous
Exhaustion

**CHAPOTEAU'S
Phosphoglycerate
OF LINE**

The rapid restoration
of the nervous system.
For neurasthenia, prostra-
tion, nervousness, indigestion,
etc., and in debility, neuralgia,
etc., dyspepsia of nervous
origin and insomnia.
It is rapidly assimilated and
promotes digestion.

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**PHOSPHOGLYCERATE WINE
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**PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)**

3, rue Vivienne, PARIS-FRANCE

THE "KOREA REVIEW" AND
DR. MORRISON.

ERRORS AND MISSTATEMENTS EXPOSED.

The current number of the *Korea Review*
contains a remarkable article dealing with Dr.
Morrison's fulsome laudation of Japan's work
in Korea. In his opening remarks the writer
makes some well-considered observations on the
functions of a correspondent. He says:—

In the last issue of this magazine a brief
mention was made of Dr. Morrison's report of
the condition of things in Korea, a report which
caused the *Times* to say that England's work in
Egypt could not compare favourably with
Japan's work in the peninsula. We have now
received through the foreign press of Japan
the full text of that report. But before review-
ing it we wish to say one word upon the work
of a newspaper reporter or correspondent. As we
understand it, his office is simply and solely
to ascertain and transmit facts to his paper
uncoloured by theories and uninfluenced by the
policy which that paper adopts. He may know
very well what his paper would like to hear, but
if the facts do not coincide with that desire he
has no option. It is the main purpose of this
Review to place before the English reading
public the facts of the case as regards Korea.

The statements made by Dr. Morrison are
diametrically opposed to many statements we
have made. Either he has been sadly misled, or
else we have. We propose, therefore, to ex-
amine briefly the main statements of the
famous correspondent in a perfectly
dispassionate way, and see if we can get the
country before the public. We need not
reiterate that our position is one of entire
sympathy with every legitimate aspiration of the
Japanese. The development of the resources
of Korea depends upon their initiative; and we
shall welcome every attempt to develop these
resources, provided Japan will recognise the
personal and property rights of individual
Koreans.

The Editor of the *Korea Review* then
goes on to deal trenchantly with the "reforms"
upon which the *Times* correspondent was so
eloquent:—

Dr. Morrison says that "reforms already
effected are remarkable and an unmitigated
benefit to the people." One would suppose that
the *Times* would be interested in publishing a list
of these remarkable reforms—at least a list of
them, even if there be no particulars given. But
Dr. Morrison does not give a single reform
which has been effected, not one. He has much to say
about the railway, but a railway is not a
reform. We admire it as much as anyone, but
we see in it a business proposition carried out
solely for the benefit of the Japanese. It must,
incidentally, be of great advantage to the
Koreans along the route, but we cannot include
it in any list of reforms. Near the end of his
communications, Dr. Morrison does speak of
some genuine reforms. He says the reform in
currency will begin on July 1st, that the
Japanese Bank will reorganise the currency,
will collect the land tax, and will handle all
State finances. It is all in the future tense, and
these prospective reforms cannot be put in the
list of those remarkable ones which have already
been effected.

Just indignation is shown at the reference
of the *Times* correspondent to "foreign
parasites."

Dr. Morrison says that these reforms that
have been already effected "are causing dismay
to the Emperor and his corrupt Court of
eunuchs, sycophants, fortune-tellers and foreign
parasites." It may be granted that considerable
dismay is being caused by the Japanese oc-
cupation, although it should be denied that the
latter had it well within their power to handle
affairs here in such a way that there should be
no dismay, but when it comes to asserting that
the Emperor's Court is composed chiefly
(for this is the plain implication) of eunuchs,
sycophants, fortune-tellers, and foreign parasites
we simply say the language is contemptible.

Does he mean to tell us that the Minister of
the Household and the various officials under
him are so low in the scale of society that
eunuchs, mount-banks and foreign parasites
are to be mentioned before them? This
matter of foreign parasites, too, deserves
attention. One unacquainted with the cir-
cumstances would judge from these words
that there must be at least a half-dozen foreign
parasites about the person of the Emperor.

Now we are acquainted with every foreigner
near the person of the Emperor. There is one
German lady who has charge of, or has had
charge of the preparation and serving of col-
lections and dinners in European style. Her duties
are arduous and they are performed to the ut-
most satisfaction both of her employer and of
his guests. There is an English lady employed
as tutor to the Crown Prince, but she does not
attend the Court. There is an American in
charge of the electric lighting plant in the place,
but his work is solely that of an electrician.

Now these three people, English, German,
and American, are stigmatised as parasites and
are said to form a part of the Court of the
Emperor. They are all salaried employees of
the Government, and people of irreproachable
standing in the community. If they are para-
sites, then every foreign employee of the
Government is a parasite.

It would be interesting to know what Dr.
Morrison or his employers would say of anyone
who should write of the Emperor of Japan as
he has permitted himself to write of the
Emperor of Korea. Again the *Korea Review*
says in exposure of other misstatements:—

We are told that "the Japanese are paying
liberally for everything." Now, at the beginning
of the war, when speed was essential, the
Japanese Government paid Korean coolies a
comparatively large wage for transporting
provisions. The coolies lost their homes
and followed the track of war. Their
wages were high and their expenses
were also high. We are prepared to say
that under the circumstances the coolies were
in a way benefited by the sudden demand
and the high wage. When the pressure
was removed, these high wages did not
continue. To-day the Japanese pay a Korean
coolie thirty sen a day, out of which he
has to pay for his food. But the regular
coolie wage in Seoul is not a Korean dollar,
which is at least equivalent to forty sen. The
Japanese are not paying liberally for every-
thing. Women and in many other places
the people's houses and fields have been ap-
propriated, ostensibly for military purposes,
and they have received only a fraction of the current
market price. We have reliable correspondents
in nearly every province in Korea, and the
same story comes from every direction.

We can hardly be charged with hypercriticism
when we say that, having obtained from the
Government a grant of the land for the rail-
roads, the Japanese should have seen to it that
the people were paid at least a minimum market
price for the land. We must leave it for the
casuist to decide whether it was not distinctly
immoral to secure such a concession from the
Government when it was notorious that the
finances of the country made it impossible to
secure the right of way except by enormous
contributions. By this process the Japanese
identified themselves with an act of spoliation
that in any other country of the Far East would
have been the signal for instant and sanguinary
protest. We do not say that none of the people

were paid for the land, but we do say that many
of them were not.

We are told that "order is preserved with the
smallest evidence of force." Some Koreans
near Seoul were deprived of their fields, and
when they protested they were told to look to
the Government for their pay. There was not
even a Government Commission or Bureau
whose special duty it was to attend to such
claims. These men were desperate, and in the
night they tore up some rails of the track which
was being constructed across their land. They
knew nothing of martial law, and a few days
later they were taken out and tied to stakes and
riddled with bullets. This was effective, and no
more Koreans have protested, but if Dr. Morri-
son calls this the smallest possible evidence of
force we would like to hear what he would call
a fairly large exhibition.

We are told that there is a great contrast
between the policing of the Korean railway and
that of the Russians in Manchuria, "where the
people were set at enmity by the harsh treatment
that they suffered." Well, a few days ago some
American gentlemen were travelling between
Seoul and Pusan. At a certain station a Korean
gentleman about seventy-five years old came on
the station platform leaning heavily upon his
long staff. As he was looking with interest at
the train, a Japanese employee of the station,
about eighteen years old and nearly nude, came
up behind the old man and threw him heavily
on his back, and then stood still and laughed.

The old man violently regained his feet, and
then the young Japanese threw him off the
platform on to the track. The old man was
unable to rise, and his Korean friends hastened
to pick him up. We can bring irrefutable
proof of this transaction. It would be well if
the "more handful of goodmerit" mentioned by
Dr. Morrison could be largely increased in
order that the Koreans could be secure from
such wanton acts of brutality as this.

The latest astounding statement made by the
correspondent of the *Times* is that "the Korean
police have been suspended and a Japanese
gendarmie has undertaken since January the
maintenance of order in Seoul and the surround-
ing country." To our certain knowledge there
has never been a day that the Korean police
were suspended. They are in evidence every-
where in Seoul and its vicinity, and Dr.
Morrison could not have walked two hundred
yards along any thoroughfare in this city with-
out passing the little sentry-boxes where they
are stationed.

We do not think the extremely one-sided view
presented by Dr. Morrison is accurate, nor will
it do Japan any real good. The latter have
acquired certain rights in Korea which all are
bound to respect. Railroad building is a thing
of national and international importance, and
the impulse given to the development of the
country's resources and industries is wholly
praiseworthy; but that connected with this
work should be no mistakes—no practices
that are questionable is hardly to be expected.
As well-wishers of Japan as well as of Korea we
indicate the bad points as well as the good,
feeling that this is best, for everyone concerned.

—*Japan Chronicle*.

THE CHAMELEON.

PRELUDER BY THE RUSSIAN OF
ANTON CHEKHOV BY E. J. HARRISON.]

Across the market square walks Police
Inspector Ochoumyloff in a new great-coat and
with a small bundle in his hand. Behind him
strides a red-haired constable carrying a riddle
filled to the brim with gooseberries that have
been confiscated. Stillness around, not a soul
in the square. He opens one of the shops and
not-his look of dismay out upon God's world,
like a man whose jaws about them not even a
bigger lurks.

So you bite, do you? Ochoumyloff
suddenly hears. "Children, don't let her go!
Oswalds to bite is forbidden! Stop her!
Ah—!"

A dog's bark is heard. Ochoumyloff looks in
that direction and sees hopping on three legs,
and looking behind as it goes, a small, thin
running away from the wood-yard of the mer-
chant Pichogin. The dog is being pursued
by a man in a starched calico shirt and
unbuttoned waistcoat. He runs behind it, bends
forward, falls to the ground, and grasps the
dog's hind-legs. For a second time is heard a
canine yell and the cry: "Don't let her go!"
Drooping faces protrude from the shops, and
a crowd rapidly gathers about the wood-yard, as
if it had sprung up from the earth.

A disturbance, seemingly, your nobility?
says the constable.

Ochoumyloff makes a half turn to the left
and strides towards the crowd. He sees
standing near the entrance to the yard
the aforesaid man in the unbuttoned waistcoat,
holding up the right hand and displaying to
the crowd a blood-stained finger. On his
half-drunk face seems to be written:

"Wait a little and I'll get even with you,
rascal!" and the finger itself looks like a token
of victory. In this man Ochoumyloff recognises
the gold-worker Khryukin. In the centre of
the crowd, with fore-paws outspread and
trembling all over, sits the author of the scandal
itself—a white young harrist with pointed
muzzle and a yellow spot on the back. In its
tearful eyes there is an expression of anguish
and terror.

"What's happened here?" asks Ochoumyloff,
forcing his way into the crowd. "Why are
you gathered here?—Is it your finger?"

"Who cried out?"

"I'm going along, your nobility. I'm distrib-
uting nobody," begins Khryukin, coughing into
his hand. "To pay a bill for firewood from
Mitt Mitrieh—and suddenly this cur, without
any cause whatever, grabs me by the nose
and says: 'Wait a little and I'll get even with
you, rascal.' You must excuse me, I'm a man who has to
work. Work with me scarce, it's a serious
matter for me to be patched up because—
perhaps I mayn't be able to do a blessed
thing with this finger for a week. The law,
your nobility, doesn't say that we must put
up with creatures of this sort. If everybody is
to be bitten, then it would be better not to live
on the earth."

"H'm. All right," says Ochoumyloff,
sternly, coughing and clearing his throat. "I
don't know what you're saying. I don't know
what you're saying. I don't know what you're
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SHIPPING.

ARRIVALS.
 HENIAN, British str., 24th, S. Robinson,
 26th July.—Vancouver 20th June, Flour
 and General.—C. P. R. Co.
 JERWENT, British str., 1852, Jenkins, 26th
 July.—Saigon 21st July, General—
 Chinese.
 PHANG, British steamer, 26th July.—from
 Canton.
 GLOVE, British battleship, 19, 250, H. W. G.
 Stopped, 26th July.—Wailawoi 22nd July.
 KOWLOON, German steamer, 26th July.—from
 Canton.
 MALTA, British str., 3200, R. A. Peters, 26th
 July.—Bombay 11th July and Singapore
 21st, Mails and General.—P. & O. S. N. Co.

DEPARTURES.
 26th July.
 At the Harbour Master's Office.
 26th July.
 Cochin, British str., for Shanghai.
 Jiang, British str., for Swatow.

SHIPPING REPORT.
 The British str. Derwent reports: Fresh
 S.W. monsoon to Padaran. From Padaran
 strong W.S.W. and S.W. wind, very high
 following sea and a very low barometer up to
 Gap Rock.

VESSELS IN DOCK.
 26th July.
 ABERDEEN DOCKS.—
 Kowloon Dock.—Humber, Progress,
 Mayalline, H.M.S. Janus, Poschan, Kenitworth,
 Kwong Tung.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH.

FOR SHANGHAI
 (Taking Cargo at Through Rates to THINGTAU
 and CHEMULPO.)

THE Steamship
 "EIGER."
 Captain Rafon, will be despatched for the above
 ports TO-DAY, the 27th inst., at 4 P.M.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 25th July, 1905. [1757]

NORDDEUTSCHER LLOYD BREMEN.
NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to
 TAWAU, LAHAD DATU, LABUAN, JOLO,
 ZAMBOANGA AND MENADO.
THE Company's Steamship

"BORNEO."
 Captain F. Sembill, will be ready to lead for
 the above ports TO-DAY, the 27th inst.
 For Freight or Passage, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents.
 Hongkong, 24th July, 1905. [1738]

FOR NEW YORK
 VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR
 COAST).

THE Steamship
 "KENNEBEC."
 will be despatched TO-MORROW, the 28th
 inst.
 For Freight & further information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department,
 4, Des Vaux Road, Central.
 Hongkong, 22nd July, 1905. [1181]

DAMPFSCHIFFS-REHDEREI "UNION"
ACTHENS-GESELLSCHAFT.

FOR NEW YORK.
THE Steamship
 "VERONA."
 Captain Debrons, will be despatched for the
 above port on SATURDAY, the 29th July.
 To be followed by the Steamship
 "ALBENGA."
 Captain Peterson, on or about end of August.
 For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 20th July, 1905. [1468]

**FOR SHANGHAI, YOKOHAMA AND
 KOBE.**

THE Steamship
 "RHENANIA."
 Captain Forck, will be despatched for the
 above ports on SUNDAY, the 30th inst., at
 Noon.
 This steamer has superior accommodation for
 passengers and carries a duly qualified doctor
 and stewardess.
HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 26th July, 1905. [1761]

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.
 (REACHING YOKOHAMA IN LESS THAN SIX DAYS)
THE Steamship
 "PRINZ SIGISMUND."
 Captain Lenz, will leave for the above places on
 TUESDAY, 1st August.
 This splendid steamer is specially fitted for
 passengers, and is installed throughout with
 Electric Light.
 A duly qualified Surgeon and Stewardess are
 carried.
 For Freight or Passage, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents.
 Hongkong, 22nd July, 1905. [1738]

**BRITISH INDIA STEAM NAVIGATION
 COMPANY, LIMITED.**

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
 "ZAIDA."
 Captain C. Willis, will be despatched as above
 on TUESDAY, the 1st August, at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 24th July, 1905. [1744]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 29th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 4th Aug.
LONDON, AMSTERDAM & ANTWERP.	AXJX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON, AMSTERDAM & ANTWERP.	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP.	PAKING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th Aug.
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th Aug.
MARSEILLES, &c., VIA PORTS OF CALL.	TOKIN	Frans. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 26th Sept.
BREMEN, VIA PORTS OF CALL.	SCHARNHORST	Ger. str.	—	L. Maass	MELCHERS & CO.	On 3rd Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	BENARTY	Brit. str.	—	Sarcelot	GIBB, LIVINGSTON & CO.	About 2nd Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.v.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	k.v.	Ehlers	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.v.	Lüning	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k.v.	Forck	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.v.	Doehren	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SLEMA	Ger. str.	k.v.	Bahle	HAMBURG-AMERIKA LINIE	On 29th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	CHINA	Am. str.	—	Tomanovich	BUTTERFIELD & SWIRE	On 29th Sept.
GENOA, MARSEILLES & LIVERPOOL.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL.	YANGTZE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Sept.
NEW YORK VIA PORTS & SUEZ CANAL.	KENNEBEC	Brit. str.	—	—	STANDARD OIL CO.	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL.	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAWADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 10th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	—	—	DODWELL & CO., LD.	About 12th Aug.
NEW YORK VIA SUEZ	VANDALIA	Brit. str.	k.v.	—	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th Aug.
NEW YORK VIA SHANGHAI JAPAN, &c.	ATHEAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TREMONT	Am. str.	—	T. W. Garlick	BUTTERFIELD & SWIRE	On 3rd Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	MACIAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th Aug., at Daylight.
ARABIA	ARABIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Aug.
TAITUAN	TAITUAN	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 9th Aug., at Noon.
EMPIRE	EMPIRE	Ger. str.	—	—	MELCHERS & CO.	On 22nd Aug., at Noon.
PRINZ SIGISMUND	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & CO.	On 1st Aug.
YOKOHAMA & KOBE	CANDIA	Brit. str.	—	H. E. Kitch, R.N.R.	P. & O. S. N. Co.	About 5th Aug.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 27th inst.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at 10 A.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst., at Noon.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst., at 8 A.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 6th Aug., at 8 A.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st Aug., at Daylight.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at Noon.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st Aug.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug., at Noon.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 5th Aug.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd Aug., at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst., at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug., at 3 P.M.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th Aug., at Noon.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	3,666	T. W. Garlick	Tuesday, August 8th
LYADES	3,763	Wright	Wednesday, August 16th
LYRA	4,417	G. V. Williams	Friday, September 15th

CHEAP, FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
 Accommodation for First and Second Class Passengers. The large size of these vessels ensures
 steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
 in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 22nd July, 1905. [17]

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"DALIN MARU"	SUNDAY, 30th July, at 8 A.M.
AND AMOY.	OHITA	

FOR	THE CHARTERED S.S.	LEAVING
SHANGHAI VIA SWATOW	"CLARA JENSEN"	SATURDAY, 29th July, at 10 A.M.
AND AMOY AND FOCHOW.	Bendixon	
TAMSUI VIA SWATOW	"PROTEUS"	SUNDAY, 6th Aug., at 8 A.M.
AND AMOY.	Kearbe	
SHANGHAI VIA SWATOW	"FRITHJOF"	
AND AMOY AND FOCHOW.	H. A. Haraldsen	

* This Steamer has superior accommodation for First-class Passengers, and is fitted
 throughout with electric light.
 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
 For Freight, Passage, or further information, apply at the Company's local Branch Office
 at No. 8, Des Vaux Road Central.
 Hongkong, 26th July, 1905. T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"MALTA"	About 27th July	Freight and Passage.
	R. A. Peters	July	

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c.	"CHUSAN"	Noon, 29th July	See Special Advertisement.
	H. W. Kenrick, R.N.R.	July	

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP	"FORMOSA"	About 4th August	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	B. W. H. Snow	August	

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA VIA SHANGHAI	"CANDIA"	About 5th August	Freight only.
MOJI AND KOBE.	H. E. Kitch, R.N.R.	August	

For further Particulars, apply to
 L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 24th July, 1905. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 SAILING DATES.
 1905.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCHARNHORST	WEDNESDAY ... 2nd August
PRINZ HEINRICH	WEDNESDAY ... 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 30th August
PREUSSEN	WEDNESDAY ... 13th September
ROON	WEDNESDAY ... 27th September
BAYERN	WEDNESDAY ... 11th October
WEDNESDAY	WEDNESDAY ... 25th October
PRINZESS ALICE	WEDNESDAY ... 8th November
SACHSEN	WEDNESDAY ... 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 6th December
PRINZ HEINRICH	WEDNESDAY ... 20th December

ON WEDNESDAY, the 2nd day of AUGUST, 1905, at NOON, the Steamship
 "SCHARNHORST," Captain L. Maass, with MAELS, PASSENGERS, SPECIE,
 AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 31st July. Cargo and
 Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will
 be received at the Agency's Office until Noon, on TUESDAY, the 1st August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linn can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
 Hongkong, 26th July, 1905. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LISBON, OREBRO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
 LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAYRE AND HAMBURG	On 2nd Aug. Freight.
Capt. Schulke	(Calling at Singapore, Penang and Colombo)	
SPERZA	HAYRE AND HAMBURG	On 14th Aug. Freight.
Capt. Ehlers	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAYRE, BREMEN AND HAMBURG	On 23rd Aug. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAYRE AND HAMBURG	On 6th Sept. Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	
SCANDIA	HAYRE AND HAMBURG	On 20th Sept. Freight & Passengers.
Capt. v. Doehren	(Calling at Singapore, Penang and Colombo)	
SILESTIA	HAYRE AND HAMBURG	On 4th Oct. Freight & Passengers.
Capt. Bahle	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK VIA SUEZ	About beginning of October. Freight.
Capt. Hassé	(with liberty to call at the Malabar coast)	

Special attention of intending Passengers is drawn to the splendid accommodation of these
 steamers: Saloon and cabins airships. Lighted throughout by electricity. Duly qualified
 doctor and stewardesses are carried.
 For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN
 CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Metzenlin	August 12th, 1905.
"ARAGONIA"	5,198	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagenaar	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and 4 Eastern, Canadian and
 United States Ports. For through rates of Freight and further information, communicate
 with or apply to
ALLAN CAMFRON, GENERAL AGENT.
 Hongkong, 25th July, 1905. [13]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR STR

POST OFFICE NOTICES.

Mails for CANTON, SHANGHAI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.
A mail for MACAO per s.s. *Wingchun* is closed every week-day at 5 p.m.
Mails for NANKING, SHANGHAI, KONGKONG, *KUNMING, *SAMSUI, *WUCHOW and *CANTON are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.
*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Bangkok	Wongkai	Thursday, 27th, 9.00 A.M.
Peking and Hankow	Wongkai	Thursday, 27th, 11.00 A.M.
Macao	Wongkai	Thursday, 27th, 1.15 P.M.
Swatow, Chefoo and Tientsin	Wongkai	Thursday, 27th, 2.00 P.M.
Shanghai	Wongkai	Thursday, 27th, 3.00 P.M.
Shanghai	Wongkai	Thursday, 27th, 4.00 P.M.
Shanghai	Wongkai	Thursday, 27th, 5.00 P.M.
Swatow, Amoy and Poochow	Wongkai	Friday, 28th, 9.00 A.M.
Hankow	Wongkai	Friday, 28th, 10.00 A.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin	Wongkai	Friday, 28th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

MACAO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c. India via Tientsin. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will close at 5 p.m. on Friday, the 28th inst.

TO-MORROW.

Sale. Household Furniture, Sales Rooms. Messrs. Hughes & Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

Bank Bills, at 30 days sight	1102	Rees and Mr. T. Nuemada; from Kobe. Mr.
Bank Bills, at 4 months sight	1103	Treko; from Nagasaki. Capt. Bomson. Messrs.
Credit, at 4 months sight	1103	Paoli, Caroldotti, Castaldi, Annise and Blazy;
Documentary Bills, 4 months sight	1117	from Shanghai. Mr. and Mrs. H. Van Um.
ON PARIS.		Mr. and Mrs. F. O. Souton. From London. Mr. L.
Bank Bills, on demand	237	P. Solomono; from Brindisi. Mr. and Mrs.
Credit, at 4 months sight	240	Auston; from Bombay. Mr. Gardelstein; from
ON GERMANY.		Singapore. Messrs. T. M. Norril and B. M. Goh;
On demand	133	for Shanghai from Marseilles. Mr. Tolson;
ON NEW YORK.		from London. Messrs. R. A. Graham, J. L.
Bank Bills, on demand	46	Hewie, E. Bandman, Misses Forsyth and Maria
Credit, 60 days' sight	46	Elba, Mr. H. Major, Misses N. Leslie and
ON HONGKONG.		Dora Caird, Mr. Ralph Roberts, Misses G.
Telegraphic Transfer	140	Gollas, Misses Wilnot Kerkak, N. Leslie, Nora
Bank, on demand	141	MacE, E. Cumberland, Nattie Haydon, Messrs.
ON CALCUTTA.		French, Edie Connor and Annie H. Messrs.
Telegraphic Transfer	140	H. S. Cottle, Mark Lester and D. B. O'Connor.
Bank, on demand	141	Messrs. Deane Percival, W. J. Baker, J. Fox,
ON SHANGHAI.		J. V. cort, Roy Smith and E. Munro, Mrs.
Bank, at sight	71	Hamilton, Mrs. Tummingham, Mr. Lopez, Miss
Bank, at 30 days' sight	72	Edie Probyn, and Miss Madge Cottle; from
ON YOKOHAMA.—On demand	69	Marseilles. Mr. H. S. Napier; from Bombay.
ON MANILA.—On demand—Pesos—82		Mr. E. B. Forrest; from Colombo, Mrs. Reiner;
ON SINGAPORE.—On demand—6 p. m.		for Yokohama from London, Mrs. Munck; from
ON BATAVIA.—On demand—1138		Penang, Messrs. Von Veck and Stronch.
ON HAIPHONG.—On demand—14 p. m.		
ON SAIGON.—On demand—1 p. m.		
ON BANGKOK.—On demand—1 p. m.		
GOVERNMENT—Bank's Buying Rate	10.45	FOR PRINC. WAREHOUSES.—Friedrich Wilhelm-
GOLD LEAF, 100 fine, per tola	55.50	shafen, Messrs. G. Mahler, H. Reoso, A. Paf.
	27.50	T. Averberg, H. Buschhoff, W. Schaffenberger.
		P. Hennecke, C. Petri, and B. Steime. Sisters

OPIUM.

Quotations are—	Allow 1/2 cent to 1 penny.
Malwa New	11180 to
Malwa Old	11180 to
Malwa Older	11180 to
Malwa Y. Old	11180 to
Perjan quality	11180 to
Perjan extra fine	11180 to
Perjan New	11180 to
Perjan Old	11180 to
Perjan New	11180 to
Perjan Old	11180 to

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 24th July, at 2 p.m., and may be expected here on Monday, the 31st July.
The I.G.M. str. *Prinz Eitel Friedrich* left Colombo on Friday, p.m., and may be expected here on Tuesday, the 1st August.
The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on the 24th July, at 4 a.m., and may be expected here on Tuesday, the 1st August.

THE AMERICAN MAIL.
The O. & O. str. *Doric* sailed from Yokohama on Friday, the 21st July, and may be expected here on the 1st August.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver on Monday, the 24th July, p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The H.A.L. str. *Amelia*, from Hamburg, left Moji for this port on the 22nd July, a.m., and may be expected here to-day, a.m.
The str. *Den of Omie* left Singapore on the 22nd July, and is due here to-day.

The H.A.L. str. *Albatross* left Singapore for this port on the 23rd July, a.m., and may be expected here to-morrow, a.m.

The J.C.J. str. *Typhoon* left Moji via Swatow and Amoy for this port on the 16th July, and may be expected here on the 22nd July.

The J.C.J. str. *Lijn* left Moji for this port on the 22nd July, and may be expected here on the 28th July.

The U.N. str. *Taiyuan* left Kobe via Kuchino on the 24th July, and is due here on the 31st July.

The H. & A. str. *Arabia* arrived at Yokohama on the 20th July, and is expected here on the 2nd August.

The Indo-China str. *Nemong*, from Calcutta and the Straits, left Singapore for this port on the 24th July at 5 p.m.

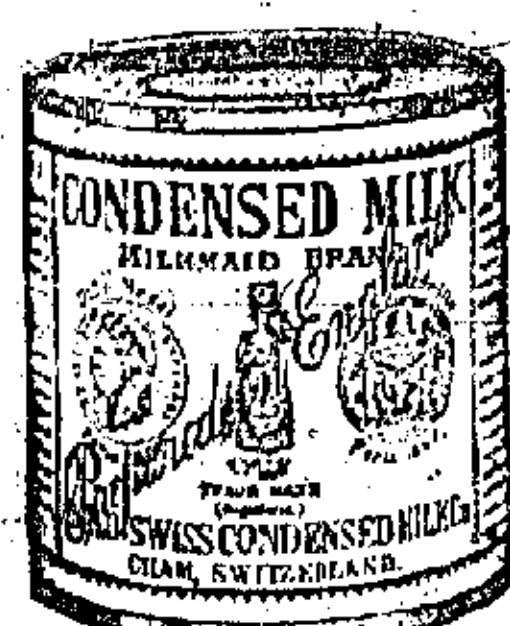
The Boston S.S. Co. str. *Tremont* sailed from Moji on the 19th July for Shanghai, Manila and Hongkong.

The str. *Setsuna* sailed from New York on the 5th June.

The P. & A. str. *Arcton* left Portland on the 24th July, and is expected here on the 22nd August.

STEAMERS PASSED THE CANAL.
July 4th—*Ernestine*, Sydney, Pyrrhus, Korano, Rhodania, Oceano, Atholl, Stuttgart, 7th—*Antenor*, Cauda, Glenroy, Machan, Mericenthiere. 11th—*Prinz Eitel Friedrich*. 14th—*Armand Behre*, Kinkah, Oopok, Ulysses, Indramahia, Freya, Orestes. 18th—*Berlesse*, Bengloe, Bantio, Pochoutas. 21st—*Annam*.

Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 26th July.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Hongkong & S'nd. \$125 \$105, buyers.

National B. of China \$25 \$35, buyers.

Bull's Head & Co. \$125 \$115, buyers.

China Light & P. Co. \$10 \$10.

China Provident \$10 \$8, buyers.

Cotton Mills—

Do. \$10 \$10, buyers.

International \$10 \$10, buyers.

Loan Kung Mo \$10 \$10, buyers.

Soychee \$10 \$10, buyers.

Dairy Farm \$10 \$10, buyers.

Docks and Wharves—

Farman & Co. \$10 \$10, buyers.

H. & K. Wharf & G. \$10 \$10, buyers.

H. & W. Dock \$10 \$10, buyers.

Now Amoy Dock \$10 \$10, buyers.

S'hai & H. Wharf \$10 \$10, buyers.

Fanwick & Co. \$10 \$10, buyers.

Do. \$10 \$10, buyers.

Hongkong Electric \$10 \$10, buyers.

Do. \$10 \$10, buyers.

Hongkong Hotel Co. \$10 \$10, buyers.

Hongkong Ice Co. \$10 \$10, buyers.

Hongkong Rope Co. \$10 \$10, buyers.

H'kong S. Waterbury \$10 \$10, buyers.

Insurance—

China Fire \$10 \$10, buyers.

China Traders \$10 \$10, buyers.

Hongkong Fire \$10 \$10, buyers.

North China \$10 \$10, buyers.

Union \$10 \$10, buyers.

Yankee \$10 \$10, buyers.

Land and Building—

Hongkong Land \$10 \$10, buyers.

Hongkong Estate \$10 \$10, buyers.

Do. \$10 \$10, buyers.

Kowloon Land & B. \$10 \$10, buyers.

Shanghai Land & B. \$10 \$10, buyers.

West Point Building \$10 \$10, buyers.

Do. \$10 \$10, buyers.

Stores & Dispensaries—

Campbell, J. & Co. \$10 \$10, buyers.

Powell & Co. \$10 \$10, buyers.

Watkins \$10 \$10, buyers.

Watson & Co. \$10 \$10, buyers.

United Ambers \$10 \$10, buyers.

Do. \$10 \$10, buyers.

HONGKONG TIDE TABLE.

From 27th July to the 2nd August.

To correct Zone Time add 23 min. and 15 sec.

HIGH WATER.

Low WATER.

Day of Week.

Day of Month.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

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Mean Time.

Mean Time.

Mean Time.

NOTICES TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "COULSDAN" FROM NEW YORK.

CONSIGNEES OF Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 30th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNOLD KARBURG & CO., Agents.

Hongkong, 22nd July, 1905. [1740]

FROM NEW YORK.

THE H.A.L. Steamship

"VANDALLA."

Captain Hauss, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underinsured, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th July, 1905. [1751]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBALA."

Captain Luening, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underinsured, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th July, 1905. [1746]

S.S. "SYDNEY" COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s. *Le Val de Vence*, and *Canabal* in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underinsured. Goods remaining undelivered after Monday, the 31st July, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 31st July, or they will not be recognized.

All damaged packages will be examined on Monday, the 31st July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th July, 1905. [2]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STRAITS NAVIGATION Co.'s fortnightly service house to CAIRO, SUEZ, and SINGAPORE. For Freight and further particulars apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1905.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
S.S. "POWAN" 2,333 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN" 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW" 3,073 tons, Captain C. J. Lloyd.
S.S. "KINSHAW" 1,935 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest in the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table) Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain W. A. Valentine.
S.S. "NANNING" 569 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

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